



NEWS

www.chrs.org

April 2013

2013 Mother's Day House and Garden Tour Promises Surprises

What will be the most surprising thing about this year's Capitol Hill House and Garden tour? The top floor chapel, the ornate Tiffany bar from Union Station, or the coyote in the space suit? For those who like to be wowed, there will be several views of the U.S. Capitol Dome beautifully framed through top story windows; an 1892 corner house with solar panels that have cut the electricity bill in half; the newly renovated Capitol Hill Day School; a house with 30 windows and another with 6 bedrooms and 6.5 bathrooms (Fragers must be on speed dial). Kids will delight in

Bert's Victorian birdhouse and yard animals on 2nd; the cobblestoned alley of Rumsey Court; the balconies of E Street and the butterfly bush and fountain on Duddington—and of course the parks. And if you want to be uplifted, listen to the stories of discovery (of original wood and brick hidden behind newer construction), satisfaction (as owners carefully restored and renovated) and of neighbors dedicated to the principles of restoration.

The 2013 House and Garden Tour centers on the area just south of the U.S. Capitol. It runs down First Street SE, circling past Folger and Garfield Parks, across Duddington Place and South Carolina Avenue, and returning up Third Street SE. It is a pleasant 1.2-mile walk through winding alleys and parks and neighborhoods that blossomed in the late 1800s, with many opportunities to rest on park benches and enjoy the scenery.

In keeping with the theme, "Old Traditions, New Beginnings," one of the most interesting themes this year is transformation: boarding houses being converted back to single family homes, structures that started as stores becoming houses, neglected or fire-damaged houses rescued and looking like new. The 100 block of E Street was once an orchard, part of

the Duddington Estate. The American Legion Hall, site of the refreshment break, started life as a feed store; a house on Duddington was a drug store in 1903 and Fischer's Market in 1934. Capitol Hill was an early advocate of adaptive reuse.

Another theme is the creative and efficient use of space. Larger and smaller houses alike create additional open space with Murphy beds,

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IMAGE COURTESY JUDITH MAY



A house on this year's Tour.

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President's Column: 2016—Of Our Time

By Janet Quigley

The Historic Preservation Office (HPO) recently released a draft work plan for 2016 that sparked an interesting debate in the blogosphere about the definition, role and purpose of historic preservation in today's Washington, DC. Titled "DC Historic Preservation Plan 2016—Enriching our Heritage," HPO provides a history of how Washington developed to this point, a review of historic preservation successes, and a prescription of goals for the future. The 92-page report is available online and HPO will hold a hearing on it April 25. (See story on page 3.)

What caught the blog Greater Greater Washington's attention was a stated goal to increase communication ("Perception is not Preservation's Primary Problem," GGW 3/13/2013). This launched a discussion on more fundamental questions: Should historic preservation preserve everything "in amber," or is it a living process? Has the city outgrown its need for historic preservation? Should there be growth at any cost? Historic preservation at any cost? Can we trust today's architects to replace classic buildings with structures of equal quality? Who gets to decide what is worth preserving and how—experts or the public, government, individuals or communities? What is worth preserving—just the monuments and major structures? Should historic district designations be revisited every few years?

As blogs are wont to do, opinions flew. I was happily surprised to see general support for preserving Washington's heritage, history, style, character and even beauty. It's a difficult balancing act, but it's worth doing. We need to keep what is best about our neighborhoods.

There was recognition that historic preservation supports neighborhood stabilization, as evidenced by the influx of residents to restored DC neighborhoods, and that it helps preserve small buildings.

Many vagaries of the process were identified: the Department of Interior's Standards for Rehabilitation, which require new designs to be "of our time" in order to be eligible

for historic preservation tax credits; architects who are trained to value contrast for contrast's sake; activists who use historic preservation regulations to achieve unrelated goals such as preventing development or protecting parking; and an inexpert public that is unaware of the many existing standards and guidelines

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Addressing the Future: Housing Options on Capitol Hill—A Symposium

By Gail Kohn

Staying-put requires planning ahead. If you're concerned about your ability to reside on Capitol Hill in the future, then mark your calendar for a day-long symposium on Friday, May 3, 2013, to explore housing options for seniors.

"Addressing the Future—Housing Options on Capitol Hill," organized by Capitol Hill Village, will provide an opportunity for developers to hear from you about the housing options you need to stay in the neighborhood, to consider some options envisioned by Capitol Hill Village members, and share your ideas and reactions with speakers and invited developers. You will also learn, from a financial planner, ways to finance future housing needs.

The symposium will enable participants to explore:

- Preparing Capitol Hill multi-floor townhouses for ease of use throughout life;
- Moving to one-level living on Capitol Hill;
- Choosing co-housing, Capitol Hill one-level living with communal space;
- Financing changing needs: rent, ownership or lease hold on Capitol Hill; and
- Creating small skilled-nursing homes embedded in the neighborhood, when 24 hour professional attention is the best solution.

Sponsors include the Capitol Hill Community Foundation, Capitol Hill Restoration Society and National Capital Bank.

The May 3 event will run from 8:30 am–4 pm. Bring your own bag lunch or order one for \$5. RSVP to info@capitolhillvillage.org or call (202) 543-1778. Drop-ins welcome if space is available.

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Celebrating more than 55 years helping to preserve and protect Capitol Hill's residential character, the Society is the largest civic association on Capitol Hill, and one of the largest in the District of Columbia. From the beginning, the Society has played a key role in maintaining the diverse, residential character of our neighborhood. With your participation, we will continue to do so for many years to come.

To start or renew a CHRS membership:

- ★ On the web at www.CHRS.org
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Starting at just \$25 per year for a single membership, it's a great deal.

DC Historic Preservation Plan Released for Comments

By Stephen Morris

Have you ever wondered how the District government organizes itself and its partners to conduct historic preservation activities throughout the city? Or scratched your head about how policies and actions carried out under the name of historic preservation relate to broader city planning activities? The answers may be found in the District's new citywide historic preservation plan, "Enhancing our Heritage, 2016," now out for comment by the public in draft form. Produced in part to meet the federal mandates required of all State Historic Preservation Offices, the new plan was developed by the DC Historic Preservation Office (HPO) to guide the city's preservation efforts for the next four years, identify goals and suggest actions that citizens, organizations, businesses, government agencies and others can take to achieve the long-range vision for preserving, enhancing and celebrating DC's heritage as established by the city's Comprehensive Plan.

The plan was developed based on public outreach efforts by the HPO in 2012, with input from community organizations and citizens from all eight Wards and guided by a steering committee of preservation, planning, community and business leaders. Nancy Metzger—the former coordinator of the DC Historic Districts Coalition and former chair of the CHRS Historic Preservation Committee who now serves on the DC Historic Preservation Review Board—represented Ward 6 on the steering committee.

Well-illustrated with photos of the city's many landmarks and

historic neighborhoods, including Capitol Hill, the attractively designed 89 page document includes a timeline of the District's history, summary of recent preservation achievements, future challenges, as well as a series of specific goals, objectives and actions, and recommendations for implementation.

The heart of the plan is in Chapter 5, which highlights a series of goals, objectives and actions needed to improve the city's preservation efforts. Among them are such goals as completing the city's survey of historic resources, promoting history in new ways to reach new audiences, and making archeology more visible and making historic designations more predictable.

Chapter 6 focuses on implementation, and features a matrix linking topics and actions in the DC Comprehensive Plan to the accomplishments of the Historic Preservation Office and goals called for in the 2016 preservation plan.

A meeting to hear public comments on the plan will be held at the Historic Preservation Review Board at 9 am on April 25, 2013 at 441 4th Street, NW, in Room 220-South. The deadline for public comment is Tuesday, April 30, 2013.

The draft plan can be viewed on the HPO's website at: www.preservation.dc.gov. ★

Stephen Morris is Chief of the Office of International Affairs and World Heritage at the National Park Service, and a long-time member of the CHRS Historic Preservation Committee.

DDOT's Barney Circle and Southeast Boulevard Study

By Beth Purcell

The DC Department of Transportation (DDOT) is studying building a Southeast Boulevard on Capitol Hill, to replace the former portion of the Southeast Freeway that is no longer in use between 11th Street and Barney Circle. DDOT is also studying potential connectors to the Boulevard that could seriously affect adjoining neighborhoods. CHRS representatives attended a public meeting on February 21, 2013, and CHRS has submitted comments to DDOT on the study.

Overall, CHRS's conclusion at this point is that DDOT has not yet made the case that this \$20 million project is needed, or that it is the best use of DC taxpayers' money available for transportation projects.

Proposed Southeast Boulevard

The boulevard would be at the same elevation as L Street, SE. Traffic would be closer to the residential area than it was with the freeway; however, additional green space could result from this design. CHRS and many others in the community want more information on DDOT's plans, as this is a complex proposed project that has the potential to greatly change the lives of residents, and therefore needs careful attention.

According to the proposed plans, there would be a paved area under the new, elevated boulevard. One of the potential uses DDOT is considering for this area is tour bus parking. CHRS believes this is not a viable use for this area. People attending large events in Washington often arrive by charter buses, which park at the RFK Stadium lots so people can walk to the Stadium-Armory Metro. It is difficult to see the need for duplicating this parking under the boulevard, away from a Metro stop. (DC government does



One option for proposed Southeast Boulevard and M Street Connector.

not have a good track record of responsibly handling areas where vehicles can be parked. In the 2000s, DC government tried to move the auto impound lot to RFK Stadium, and dropped the idea only after then-Ward 6 Councilmember Ambrose objected. Ivy City residents had to go to court to prevent DC government from parking buses at historic Crummell School.)

Current conditions on 1300, 1400, 1500 blocks of L Street, SE

This is a residential rowhouse neighborhood. Thirteenth, 14th and 15th Streets, SE, currently dead-end at L Street SE. These blocks are very quiet, with a low volume of vehicle traffic, according to two residents who participated in the February 21 meeting. As a result, children can play in the streets fairly safely. L Street, SE, runs roughly parallel to the former Southeast Freeway.

Vehicle vs. pedestrian/ bicycle connections from L Street to M Street, SE

On February 21, participants were asked to explore whether there should be pedestrian, bicycle, and vehicle connections from L Street to M Street (across the former Southeast Freeway). CHRS believes that a pedestrian and bicycle connection would benefit everyone and make the waterfront more accessible. Only one access would likely be built. Fourteenth Street runs directly from the Potomac Avenue Metro to L Street, and is one possibility. But a vehicle connection rather than just a pedestrian and bicycle connection would be a disaster for this neighborhood. Instead of a quiet, safe place, there would be substantial vehicle traffic, noise, pollution, and danger to pedestrians, including neighborhood children, from vehicles using the road to access M Street. The two neighborhood residents in our discussion group were appalled at the prospect, and we agree with them. A complicating issue is that

we understand that DC government has approved certain street closings near the Cohen Company's proposed project near M Street, SE, which may affect any connection from L Street across the Southeast Freeway.

No "Park Road"

Currently, there is a narrow paved road running from Barney Circle to RFK Stadium (RFK Stadium Access Road). Vehicle access is normally barred, and this road has been opened for vehicle access only during certain RFK events. For this reason, it is safe and enjoyable to walk and bicycle on this part of the Anacostia Riverwalk Trail.

For several years, since at least the Middle Anacostia River Crossings Transportation Study in 2005, DDOT has mentioned constructing a 1.6-mile road for vehicles from Independence Avenue to Barney Circle, passing along the Anacostia River, through the RFK Stadium property, and next to Reservation 13 and Congressional Cemetery. By DDOT's estimates, 5,000 vehicles a day would use the park road. This estimate appears very low, and further traffic studies are needed. CHRS believes, as do many in the community, that this would be a commuter road

running through our neighborhood. It would destroy wildlife habitat and increase noise and pollution. It would also destroy this section of the Anacostia Riverwalk Trail, one of DC government's outstanding accomplishments.

The planning documents for the small group discussions on February 21 clearly showed an exit off the new Barney Circle leading to a "park road." DDOT representatives were asked about plans for that "park road" and they said that this road is still under consideration. CHRS opposes any park road, and opposes any changes or upgrading of the RFK Stadium Access Road. See www.anacostiawaterfront.org for additional information.

More important transportation projects should have priority

CHRS believes there are more important transportation projects than the proposed Southeast Boulevard.

Pennsylvania-Potomac intersection.

DDOT is undertaking a Pennsylvania-Potomac Avenue SE Intersection Pedestrian Safety Study. As DDOT correctly pointed out, pedestrian safety at that intersection

needs to be improved. The first of several public meetings was held on January 31, 2013. At the January 31 meeting, in response to a question, DDOT representatives stated that only \$3.3 million was committed for this important project, although DDOT hoped to obtain FHWA funding. However, DDOT's materials distributed on February 21 state that the Southeast Boulevard is projected to cost \$20 million. (It has not yet received any funding.)

Pennsylvania—7th, 8th, 9th Street intersections. There were multiple public meetings in 2009 to discuss ways to improve these intersections, resulting in a 50-page Urban Design Study issued in January 2010. The alternatives are well-thought out and deserve consideration and attention from DDOT.

CHRS believes our tax funds would be better used to improve safety at these Pennsylvania Avenue intersections. See www.anacostiawaterfront.org/BarneyCircle for details on the alternatives under consideration. ★

Beth Purcell is CHRS's immediate Past President and Chair of the Environment Committee.

New 11th Street Exit Soon from Eastbound SE Freeway

By Shauna Holmes and Beth Purcell

On March 11, 2013, there was a quarterly meeting of the 11th Street Bridge Community Communications Committee. The project director reported that the 11th Street Bridge project is over 75% complete and on time. By the end of March 2013, there will be more direct access to the Washington Navy Yard when two new ramps open.

DC Department of Transportation projects that the local bridge, with

two scenic overlooks, will be open by early summer 2013. A family-oriented public celebration is being planned to celebrate the opening of this special bridge, which will provide a new connection between communities on the east and west sides of the Anacostia River.

The local bridge will have traditional Washington globe lights, while the two interstate bridges will have LED lights.

The section of the Anacostia Riverwalk Trail under the bridge (with lighting under the bridge) will soon be open from RFK Stadium to the Navy Yard.

There will be a new Capitol Hill exit at 11th Street, SE for vehicles heading eastbound on the Southeast Freeway. The exit at 6th Street, SE will continue to be open.

Historic Preservation Briefs

By Shauna Holmes

Newly Confirmed Nominee for the DC Historic Preservation Review Board

On March 5 the City Council voted to confirm Charles Wilson as a citizen member of DC's Historic Preservation Review Board (HPRB). CHRS joined five other community-based DC preservation organizations in endorsing a letter from the DC Historic Districts Coalition to the City Council supporting Mr. Wilson's nomination. Mr. Wilson is an attorney who co-founded the Historic Anacostia Block Association and the River East Emerging Leaders, and serves as an Advisory Neighborhood Commission (ANC) Commissioner in Ward 8.

Heritage Foundation Project at 3rd and Massachusetts Avenue, NE

A large project proposed by the Heritage Foundation at 3rd and Massachusetts Avenue, NE was presented to HPRB for concept review on March 7. The project would:

- Raze the non-contributing apartment building at 428 3rd Street to make way for six new 3-story rowhouses at 420-430 3rd Street;
- Move the 3rd Street curb cut slightly south for an entrance to a new multi-level underground garage;
- Make site alterations and build rear additions, a garden wall, and a new courtyard behind 208, 214, and 236 Massachusetts;
- Restore the exterior of 236 Massachusetts, a 6-story residential building that anchors its corner, and renovate the interior to provide intern housing; and

- Make grading and hardscaping changes outside 236 Massachusetts, expand outdoor restaurant space at the corner, and substantially enlarge the penthouse structure that encloses mechanical units.

The CHRS Historic Preservation Committee looked at the plans in January and February, and the applicants were very responsive to its concerns and suggestions. The Committee found the proposal very promising, and appreciated the thoughtfulness apparent in designing compatible infill rowhouses and giving 236 Massachusetts a welcome facelift. Testimony conveying these views was given at the hearing, at which HPRB approved a number of the project's components and found the conceptual massing, footprint, and design direction of the new rowhouses compatible with the character of the Capitol Hill Historic District. HPRB asked the applicants to return to HPRB for final approval of the rowhouses' materials and design details. However, the Board did not find removal of a berm on 3rd Street to accommodate additional outdoor café seating to be appropriate.

Stuart-Hobson Renovations and Additions

Stuart-Hobson Middle School, at 410 E Street, NE, was constructed in 1927, and in the 1930s a gymnasium and classroom wing were added on the north and east sides of the building. In 2011, the DC Department of General Services (DGS) began a major facility upgrade to renovate Stuart-Hobson's interior, modernize the school's systems, redesign the landscaping, build a new rear service addition, clean and repoint

the masonry, improve access, and construct a west addition for a new Arts Integration and Museum Program addition. After DGS filed an application for HPRB review in September 2012, the CHRS Historic Preservation Committee met with the design team several times to see and comment on plans for the additions, and removal of part of the smokestack that was damaged by the 2011 earthquake. Because the interior of the school does not have historic landmark designation, the Committee did not see or comment on the interior renovations, which were not part of HPRB's review of the exterior work. The Committee appreciated that each set of revisions improved the design, and on December 20, the team presented its plans to HPRB for concept approval.

At the December HPRB hearing, the CHRS Committee's testimony affirmed support for the design and materials of the north service addition and made no objection to removal of the top forty feet of the damaged smokestack, which would have required some \$500,000 in repairs. The Committee also supported the height, scale, massing, and footprint of the museum and arts addition, but objected to the design, which it considered incompatible with both the historic school and the historic district. Concern was also raised that the addition's design was not sufficiently deferential to the 1927 school and called undue attention to itself by making a dramatically different architectural statement. HPRB approved the north service addition and removing the damaged chimney; expressed concerns and provided comments about proportions, materials, fenestration, and color of the west addition; and

asked the team to return for further review after revisiting the design.

In response to HPRB's comments and concerns, the design team made some revisions to the windows and changed the base material to a polished stone similar in color to the light cast stone cladding above. DGS then returned to HPRB on March 7 for consideration of its design revisions.

Testimony presented on behalf of the CHRS Preservation Committee acknowledged that while the more regular pane configuration was somewhat more evocative of the 1927 fenestration and the base element appeared stronger, there were still concerns about the design's incompatibility with the original school and historic district. The Committee felt the design continued to call too much attention to itself in relation to the building to which it was being attached and had too little in common with the architectural features of the historic structure. Having voiced its concerns, the Committee deferred to HPRB. Others from the neighborhood and school community testified in favor of the design, including the president of the Cluster School Parent Teacher Association. Three Stuart-Hobson students spoke about their need for more space and how much they're looking forward to the new addition.

After clarifying the purpose of the city's historic preservation review process, HPRB approved the concept proposal, with numerous comments from the Board, and directed the design team to work closely with Historic Preservation Office (HPO) staff to refine the design and reconsider some materials.

HPRB comments recommended re-examining the base; exploring adding a water table band; looking at the canopy and how it relates to coursing in the base; considering darker base material to give the addition a "place to land"; using something besides glass for the

Reserve Now for April 16 Overbeck Lecture: Eyewitness to the Civil Rights Revolution

On Tuesday evening, April 16, the Overbeck History Lecture Series will present an on-stage interview with **Simeon Booker**, the 94-year-old journalist who covered the U.S. civil rights movement from its earliest days as a correspondent for *Jet* and *Ebony* and as the first black reporter hired by *The Washington Post*.

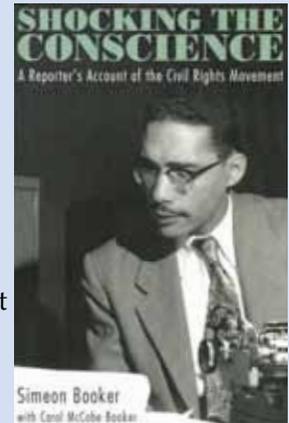
Booker has recorded his recollections of that era in a new book, *Shocking the Conscience: A Reporter's Account of the Civil Rights Movement*. His wife Carol, who collaborated on the book, will join the April 16 conversation.

For African Americans in the 1950s, *Jet* became a vital source of news of the civil rights struggle. As Washington bureau chief for the pocket size magazine and its glossy companion *Ebony*, Booker was on the front lines of virtually every major event. His coverage of the 1955 murder of Emmett Till, the Chicago teenager who was accused of whistling at a white woman while visiting Mississippi, provoked a wave of outrage and inspired a new generation to demand racial justice.

A longtime resident of Capitol Hill, Booker also covered 10 U.S. presidents, from Dwight Eisenhower to George W. Bush, and offers fascinating perspectives on Washington politics and mores over the past six decades.

The lecture will be held at **7:30 pm Tuesday, April 16, at the Naval Lodge Hall at 330 Pennsylvania Avenue, SE** and will conclude with a book signing. As usual, admission is free but a reservation is required due to limited seating. Please e-mail OverbeckLecture@CapitolHillHistory.org and indicate how many seats you will need.

The Overbeck History Lectures are a project of the Capitol Hill Community Foundation.



"hyphen" that connects the addition to the 1927 building; redesigning mullions; looking closely at existing additions to Capitol Hill's grand buildings and how they relate to the originals; lessening the horizontality; strengthening the coping and how the building meets the sky; and refining the overall appearance of the addition. HPRB also urged the team to seek guidance from HPO staff regarding the most appropriate methods for cleaning the school's masonry.

Mr. Mel Butler, Jr., a program director at DGS, affirmed that the agency is committed to the city's process and looks forward to consulting with HPO staff as the project moves forward. ★

Shauna Holmes is Chair of CHRS's Historic Preservation Committee and an expert on the Federal historic preservation review process.

hidden drawers above bookshelves and below cabinets, and shelves set into walls. Skylights and mirrors further illuminate these homes in the shadow of the Capitol.

Each of the homes on this year's tour is remarkable in its own way. The common thread they share is the ability to appreciate the best of both worlds, celebrating tradition and modern convenience together. ★

Sponsors

CHRS gratefully acknowledges the sponsors who make this event possible:

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CAPITOL HILL RESTORATION SOCIETY

56th Annual House & Garden Tour

Mother's Day Weekend

May 11–12, 2013



Don't Miss Capitol Hill's Annual Tradition

Saturday, May 11 · 4–7 pm | Sunday, May 12 · 12–5 pm

This year's tour features the neighborhood south of the U.S. Capitol: First to Third Streets, SE, and C Street to South Carolina Avenue, SE.

Tickets

Public advance purchase through May 10: \$25; Tour weekend: \$30

Member advance purchase through April 19: \$20 (see order form, page 9. Limit 4.)

Local ticket outlets starting April 15:

Hill Center at the Old Naval Hospital
Appalachian Spring, Union Station
Coldwell Banker
Groovy dc
Hill's Kitchen
homebody
Prudential Pen Fed Realty

Eastern Market ticket booth:

April 19–20
April 26–27
May 4–5
May 11–12



56th Annual
House and Garden Tour
Saturday and Sunday • May 11–12, 2013

Individual Donations and Ticket Order Form

Tax-Deductible Contributions

Benefactors, Patrons, and Sponsors will be listed in the Tour brochure if received by April 15.

- Benefactor** (\$1,000, 8 complimentary tickets, \$840 deductible)
- Patron** (\$500, 4 complimentary tickets, \$420 deductible)
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My/our name(s) should be listed as follows: _____

Member Tour Tickets

For tickets only, mail or scan and e-mail with full payment by April 19.

_____ Member Tour tickets @ \$20.00 each (limit 4 per household)

_____ Additional Tour tickets @ \$25.00 each

Name: _____

Mailing address: _____

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Payment Information

Sum of contribution and tickets. *Your cancelled check or credit card statement will be your receipt.*

- Enclosed is my check for \$ _____ payable to CHRS, Inc.
- Please bill my credit card \$ _____ Mastercard Visa

Card Number: _____ Expiration: _____

Signature: _____ CVV Code: _____

Tickets will be mailed approximately two weeks before the Tour.

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Taking the Pain out of Permits: CHRS Winter Members' Forum

By Janet Quigley

Do not let any contractor charge you to obtain a permit; permits are usually easy to obtain on your own.

This was just one of the valuable tips that City experts on permits and historic preservation shared with CHRS members and guests at the CHRS winter members' forum on February 27, 2013. Amanda Molson, outgoing DC Historic Preservation Office's Preservation Specialist for the Capitol Hill Historic District (CHHD), and Rabbiah "Robbie" Sabbakhan, Chief Building Official, Permitting and Inspections, for the Department of Consumer and Regulatory Affairs (DCRA), addressed a standing room-only group at Maury Elementary School for the program "Permits 101: Ask the Experts."

Quick Tips for Smart Owners

Amanda Molson provided the following advice for residents of the historic district contemplating home improvements:

Check with any conservation easement holders. Be aware easements can apply to the rear as well as the façade. Check the CHRS website to see if your house has an easement. (Often there will be a round metal plaque on the façade identifying an easement holder.) You must first get permission from the easement holder before you can do any work on the portion of your building they hold, even if that work doesn't require a permit from the City.

Choose a contractor who is licensed to work in the District of Columbia, and request a copy of his or her current license. The DC Department of Consumer and Regulatory Affairs provides online business license verification at <http://1.usa.gov/YFsGyk>.

Choose a contractor who has experience working with historic buildings. Ask for references and addresses of completed projects that you can view in your neighborhood. Check www.dcpreservation.org/contractors.

Historic Preservation Office (HPO) is happy to "preview" proposed work by email so that comments or requests for additional information can be discussed before an owner comes in for permitting. This saves you time.

To inquire about an upcoming project, please be sure to include in the email the property address, photos of the existing condition showing areas of work, and information on the proposed work (notes, specifications, plans, etc.).

Do not let a contractor charge you extra to go and obtain a permit. Many permits, especially for minor work, are quick and easy for homeowners themselves to obtain.

Obtain any necessary permits before signing a contract or paying your first installment to the contractor. This ensures that any code-related issues that may come up during permitting can be incorporated into your contract.

Require that the contractor provide you with a detailed, written proposal that clearly outlines the scope of work.

Pay contractors in installments so you have the opportunity to review work in various stages. For smaller projects, this may be in two stages (deposit and final payment), with more stages for larger projects.

Do not pay the full amount before work begins, and find a new contractor if yours insists on full payment up-front.

Make clear in the contract whether the owner or the contractor will be responsible for obtaining the permit. It is ultimately the owner's responsibility, and the owner is the one who could be fined if the permit isn't obtained.



IMAGE COURTESY: ELIZABETH NELSON

CHRS President Janet Quigley thanks Amanda Molson for her work with Capitol Hill residents.

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City Needs Increased Passenger and Commuter Rail

By Monte Edwards

We are nearing the end of the 11th Street Bridge reconstruction that will result in thousands of additional cars moving into and out of the city through Capitol Hill each day. We know that automobile traffic is a problem, but is increasing the flow of commuter car trips the right solution?

One thing that gets overlooked in the discussion of various zoning, transportation and parking proposals is that two thirds of the cars on DC's streets during rush hour are from out of state. Of U.S. cities with more than 100,000 residents, DC has the highest daytime percentage increase in population due to commuters, and in terms of absolute numbers of people coming into the city each workday, we're second only to Manhattan.

Our car problem is largely a commuter problem, and it's not one we can solve simply by helping people move around *within* the city. Our major challenge is getting large numbers of people in and out of the city efficiently. And it's a problem that will only get bigger if DC continues to add new jobs, as we expect and hope it will. *DC needs better alternatives for moving people into and out of the city.*

In terms of the percentage of those commuters using cars, trucks or vans, DC again has the highest percentage at 54%, compared to Manhattan at 13% and Boston at 50%.

Where DC is the lowest is in the use of commuter rail: DC 2.8%, Manhattan 11%, and Boston 8%. *Manhattan has just over three times the number of commuters coming in each day as DC does, but more than 12 times as many traveling by commuter rail.*

We can't solve our car problem unless we find a different way to get lots of people in and out of the city to work every day. The congestion

2007–2011 American Community Survey 5-Year Estimates

City	Total Commuters	Work in Place of Residence	Commute by Car/Truck/Van	Commute by Railroad
District of Columbia	773,735	220,409	420,454	21,523
Manhattan	2,334,100	769,884	321,070	270,690
Boston	555,227	209,100	278,990	44,295

SOURCE: U.S. CENSUS BUREAU

of the streets and bridges in terms of automobiles, trucks, and buses is painfully obvious, and Metro is at or near capacity. The Blue-Orange line crosses the Potomac in a tunnel that is already at capacity, and scheduling changes are being considered to accommodate the Silver line in the same tunnel. *The traffic problems we experience today must have better solutions if we are to add 100,000 new workers over the next five years.*

DC needs to better accommodate our existing commuters and keep adding jobs without adding cars. That requires expanding the capacity of passenger and commuter rail. The proposed rebuilding of the Virginia Avenue Tunnel will allow a greatly increased amount of CSX freight traffic that will likely result from the expansion of the capacity of the Panama Canal and the ability of Norfolk, Baltimore and New York to accommodate those larger container ships. But freight trains will still have to come across the Potomac River and, currently, freight, passenger and commuter trains compete to use the Long Bridge, the only Potomac River crossing within 70 miles. *The restrictions on increasing commuter and passenger rail are considerable:*

The current operating agreement for the Potomac River rail crossing at the Long Bridge precludes any increase in the frequency of VRE commuter trains.

MARC is electric, and VRE is diesel (as required by CSX). Because of the lack of electric catenaries (overhead wires) in Southwest, Amtrak has to change locomotives at Union Station to use diesel to the south and electric to the north.

CSX owns the right-of-way over which VRE trains operate and requires low station platforms to accommodate over-wide freight trains. Amtrak and MARC use high platforms, and accommodations will be required for MARC trains to proceed to L'Enfant and Virginia and for VRE to proceed to Union Station.

CSX designs their rail lines for freight loads, not for passenger loads. Freight operations are typically slower and less time-critical compared to passenger rail. As a result, signaling, scheduling, and basically all operations are optimized for CSX's freight operations. Rail operations would avoid conflicts and inefficiencies associated with the Long Bridge and shared rail operations in Southwest if commuter/passenger and freight rail were operated on separate networks.

Electrification of the tracks south of Union Station is desirable for passenger and commuter trains, but opposed by CSX because of possible interference with their planned double-stacked container trains.

Using the existing Metro bridge for commuter rail will not

Continued on page 12

and is unable to distinguish between zoning and preservation matters.

GGW also observed that there is a lack of understanding of how decisions are made that could make HPO/HPRB appear capricious, and offered suggestions for increasing transparency of the historic preservation review process, such as including photos in reports, sharing the steps and changes in a project that led to approval, requiring that proposals and decisions reference specific guidelines, and providing a clear definition of "compatibility" ("Predictability and Pellucidity," GGW 3/14/13). Contributors to the comments debated whether new guidelines were needed (several exist at the federal, city and individual historic district level; other cities may offer more specific examples); whether requirements should be relaxed in certain cases; and whether approvals should be delegated to the

ANC level. I would say that while the decisions of HPO and HPRB are sometimes mysterious, their expertise and due process make them the correct body to handle these matters.

The HPO report notes that Capitol Hill is by far the largest historic district in the city, with 8,000 contributing buildings. (Georgetown is the next largest with 4,000.) It's safe to say we have a little experience with preservation and restoration. This is one reason CHRS is involved not only with historic preservation but also with zoning, city planning, transportation and a variety of other matters. CHRS even received a compliment in the blog, for taking a wider view and addressing issues outside its core historic district. We appreciate the shout out, and will continue working to preserve the best of Capitol Hill and to improve the rest. ★

Thank You CHRS Supporters

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April Preservation Café: Garden Designs for Small Spaces

Gary Hallewell has been designing back gardens on Capitol Hill for close to 20 years. With a background in civil and structural engineering, combined with a passion for plants, a flair for artistic design and space planning, and an ear for his clients' dreams, each of Gary's gardens provides a unique and welcoming outdoor extension of the house's living space.

Gary will discuss what contributes to a successful garden design on Capitol Hill and how one can make the most of this valuable space. A truly successful project for Gary is one where the garden becomes the favorite "room" of the house.

The Café will be held on Wednesday, April 17, 6:30–7:15 pm at Ebenezers Coffee House (downstairs), 2nd and F Streets, NE.

The event is free and handicapped-accessible, and the public is encouraged to attend. No reservations required. For more information, visit our website at: www.chrs.org or call 543-0425.



COURTESY PHOTO

Hallewell-designed back garden on 9th Street SE.

Commuter Rail, continued from page 11

work. The Yellow line crosses the Potomac on the Fenwick Bridge going from L'Enfant to the Pentagon and that bridge is not designed to accommodate the weight of VRE, MARC or Amtrak equipment.

The city needs to explore how to increase the availability of commuter/passenger rail and the need to keep passenger interests from competing with freight by operating separate freight and commuter/passenger rail facilities. ★

Monte Edwards is Second Vice President of CHRS. He is trained as an attorney and engineer. He currently serves as a trustee of the Committee of 100 on the Federal City and deeply interested in transportation issues.

Ironworks at March Preservation Café

By Greg Holeyman

Fred Mashack, owner of Fred Mashack Ironworks, spoke at the March Preservation Café about Capitol Hill's iron porches and staircases. An architectural ironwork specialist and a Hill resident, Mr. Mashack is celebrating 40 years in business this year, having operated in the District since 1973. Fred's presentation focused on cast iron front porches: their history, styles, potential issues and solutions.

Fred explained that cast iron porches on Capitol Hill were generally installed between 1880 and 1900, coinciding with the post-Civil War building boom. One local foundry was well-positioned to take advantage of this building activity; plaques from George White and foundries founded by his two sons

(Fred and George Jr.) are prevalent on Capitol Hill. Other plaques found on Capitol Hill porches are from the Edward Dent Foundry in Georgetown and the Architectural Builder foundry in Springfield, Ohio. Cast iron, a metal that took considerable craftsmanship to form, fell out of favor as the material of choice for front porches after 1900, as wood, masonry and steel became more commonly used.

Many different styles of cast iron porches are found on Capitol Hill. This is because the porches were constructed together from a kit of parts. Homeowners could order individual parts (deck plates, stringers, risers and treads) from the foundries in styles that suited their tastes. The parts all fit each other, and were then bolted together (no welding was necessary). This explains why homes built at the same time and style, even on the same block, may have very different front porch styles.

Fred explained that several potential problems can be found on original cast iron porches. One of the most prevalent is rust developing at the connection between the riser and stringer. (The riser is the vertical part supporting the tread and the stringer is the vertical sidepiece supporting the riser and tread.)

Once rust has developed, generally at the bolted connection, the rust will expand and contract over time, weakening the cast iron material and causing the pieces to separate from one another. Rust also develops on the underside of the tread, which is usually not primed or painted after original installation and can cause the metal to come off in sheets, weakening it. Treads are also prone to wear over time on top, rendering the walking surface slippery.

An improper repair to porch parts will make an original problem worse, he said. One example can be found at the bottom of the posts. The posts, which have threaded rods running the length of their hollow cores, are typically secured with caps at the top and bolts at the bottom (under the bottom tread). The threaded rod fails over time due to rust, causing the post to come loose. If the post is improperly re-attached, commonly done by welding the bottom of the post to the stringer, the force exerted on the post and its railings will cause the bottom riser to crack. Plus, the rust may still be present inside the post.

To fix these and other issues, Fred will take the existing porch apart and strip the paint and rust off individual parts. If it's a large piece, there's a stripping company in Northeast that has dumpsters filled with chemicals that will remove the old paint from a porch in a few days' time. Fred will create new parts if needed, using custom molds to cast new pieces in his shop. The parts can be made to match the style of the existing porch or to recreate historic styles already found on Capitol Hill. When the piece comes back, it's often better than new.

Fred can be reached at (202) 554-4455. ✪

IMAGE COURTESY PAUL CROWMELL



Steps restored by Fred Mashack at 25 Fifth Street, SE.

If the contractor is responsible for obtaining it, do not let them commence work until they produce the permit for you.

Permits are required to be posted in a front window facing the street while work is ongoing.

Be on-site when the crew first arrives so you can ensure permits and other agreements are discussed and successfully addressed.

Keep a "punch list" of items for follow-up while work is underway.

Schedule a walk-through with the contractor before handing over the final check. Make sure all items in your contract have been addressed.

Members also welcomed Frances McMillen, who will serve as the CHHD's new primary Preservation Specialist, and presented Amanda Molson with a gift and letter of appreciation for her unflagging assistance to Capitol Hill neighbors as the previous primary specialist for the last five years. Ms. Molson becomes the backup specialist for the CHHD as she takes on primary responsibilities in Northwest Washington. For Capitol Hill Projects, Ms. McMillen can be reached at: frances.mcmillen@dc.gov or (202) 442-8839.

DCRA Streamlines Permits Via the Web

Robbie Sabbakhan described new timesaving options such as the Homeowners' Center, postcard permit process and automated scheduling of inspections. He advised homeowners on key preparations for submitting a permit request: Have your lot, square, address and scope of work handy before applying, and be aware that any construction on the property line requires a letter of notification to adjacent property owners. This includes additions,

decks, roof repair, fences and garages. He also warned applicants to ensure the filing fee has been paid, as a permit does not begin the review process until that point.

Timesaving Options

DCRA provides extensive information about permit requirements on its website: www.dc.gov/DC/Services/Permits.

The DCRA Homeowners' Center exclusively serves homeowners, and is a one-stop service center for common home improvement jobs. Ninety-five percent of visitors receive their permit on the first visit. The Homeowners' Center Point of Contact is Mr. Virender Bhogal, Homeowners' Center Engineer, virender.bhogal@dc.gov, (202) 442-9517.

Postcard Permits are available online for homes outside historic districts for:

- Interior demolition up to 5000 square feet
- Repairs of front and rear porch and steps
- Installation of not more than 10 electrical outlets and 10 lighting fixtures
- Repairs of existing fence, entirely on private property and less than 7 feet high
- Replacement, in kind, of fence on private property
- Replacement, in kind, of up to 800 square feet of drywall
- (CHRS and HPO are working with DCRA to expand eligibility of the postcard permit program to homes in the historic district.)

Inspections can be scheduled online or through the Interactive Voice Response (IVR) system at (202) 442-9557.



IMAGE COURTESY ELIZABETH NELSON

Robbie Sabbakhan explains how the Homeowners' Center works.

Additional Permit Tips

Supplemental Permits: Certain plumbing, mechanical and electrical work needs supplemental permits, which must be applied for by those holding a Master's license in that trade. Homeowners cannot apply for supplemental permits.

Quiet Hours: Work performed in a residential, special purpose, or waterfront zone between 7 pm and 7 am requires a Specialty Permit, and cannot cause noise. Specialty Permits are also required for work on Sundays or any legal holidays.

If you think that work in your neighborhood is being done without a permit, you can report it by calling (202) 442-STOP (7867). During non-business hours call 311.

The two PowerPoint presentations used in the forum are available at www.chrs.org under "Permits 101." ★

Hill East History: 1330 Pennsylvania Avenue, SE: Residence to Restaurant

By Beth Purcell

In 1907, Harry Wardman built 24 brick porch-front rowhouses on Square 1044. (See CHRS *News*, “Square 1044,” October 2012.) La Lomita now occupies one of the rowhouses, 1330 Pennsylvania Avenue, SE. Although these rowhouses were built as dwellings, many of the houses fronting on Pennsylvania Avenue, including 1330, were converted to commercial uses. At some point after 1929, Perma-Stone (or Formstone), a simulated masonry product, was installed on the first story of 1330 Pennsylvania Avenue. The first floor was later painted white.

1330 Pennsylvania Avenue became a restaurant in 1933. Although several of these businesses did not last long, beginning in 1942 several successful long-running restaurants operated at this address.

In 1933 and 1934, Isadore Paskow (1891–1957) and his wife Anna (d. 1972) operated their delicatessen at 1330 Pennsylvania Avenue. Afterwards, they opened a liquor store at 201 G Street, NW. Armed gunmen robbed their liquor store three times in the early 1940s.

In 1935, Samuel Wertlieb opened a restaurant at 1330 Pennsylvania, but left after one year. During the 1930s, Morton A. Hartstall (1910–1977) worked as a salesman in a department store, and as an officer in a liquor store company. Then, from 1936 to 1939, he operated a restaurant at 1330 Pennsylvania Avenue. After leaving the restaurant, he worked as a salesman for Rock Creek Ginger Ale Co. Stephen J. Morris, and then William J. Monaghan had short-lived restaurants there during 1940 and 1941.

Finally, in 1942, a successful restaurant appeared at 1330 Pennsylvania Avenue. James C.



1330 Pennsylvania Avenue, SE today.

McGuire (1902–1966) already had experience in the restaurant business. He had operated a restaurant at 1302 11th Street, NW during the 1930s and 1940s. One night in 1940, three men were asked to leave the restaurant on 11th Street, and next, a fight started outside. McGuire hit one of the men, who later died. Because McGuire acted in self-defense, the charges against him were dropped.¹ James C. McGuire ran the McGuire’s Restaurant from 1942 until his death in 1966. In 1956, someone stole \$685 from the cash register. McGuire also lived at 1330 Pennsylvania Avenue as of 1960 through 1966. His funeral was held at Mattingly’s, 131 11th Street, SE, and his funeral Mass was at St. Peter’s Church.

After McGuire’s death, “McGuire’s Restaurant” continued under other owners, and received generally favorable reviews. In 1975, Donald Dresden, restaurant critic of *The Washington Post*, praised McGuire’s Delmonico steak, fried oysters, and also gave good marks for food and value.² But the crab cakes were just “okay fare from a bar”

(1979). In 1981, McGuire’s was praised as a good family restaurant, especially the beef stew, BBQ spareribs, and the “Swissburger.” In 1979, McGuire’s made the list of good Irish pubs for celebrating St. Patrick’s Day (open from 11 am to 3 am that year).

Since 1991, the popular La Lomita Restaurant has been located at 1330 Pennsylvania Avenue. ★

¹ “Tavern Owner Freed in Killing of Mechanic,” *The Washington Post*, 5 Mar. 1940, p. 6.

² Donald Dresden, “McGuire’s and Raoul’s: One is neighborhoody and homespun, the other, Latin American,” *The Washington Post*, 20 Apr. 1975, sec. Pot., p. 46; “Where They’ll Be Smiling,” *The Washington Post*, 16 Mar. 1979, sec. W, p. 38; “Let Them Eat Crab Cakes,” *The Washington Post*, 9 Sept. 1979, sec. L, p. 1; “Family Out,” *The Washington Post*, 21 May 1981, sec. DC, p. 5.



Capitol Hill Restoration Society
 420 Tenth Street, SE
 Washington, DC 20003

Mark Your Calendar!

APRIL

1 Monday, 6:30 pm
 CHRS Historic Preservation Committee, Kirby House, 420 10th Street, SE, first floor. Details: Shauna Holmes, 546-5211.

3 Wednesday, 7:30 pm
 CHRS Zoning Committee, Kirby House, 420 10th Street, SE, first floor. Details: Gary Peterson, 547-7969.

6 Saturday, 2–4 pm
Master Builders: A Documentary Featuring African American Architects in the Nation's Capital. Film and panel discussion at the Anacostia Community Museum, 1901 Fort Place, SE. Details: 633-4844.

16 Tuesday, 6:30 pm
 CHRS Board of Directors, Capitol Hill Townhomes, 750 6th Street, SE, second floor. Details: Janet Quigley, 543-0425.

17 Wednesday, 6:30 pm
 CHRS Preservation Café: "Garden Design for Small Yards," Ebenezers Coffee House, 2nd and F Streets, NE, downstairs. Gary Hallewell of Garden Arts will provide landscaping advice suitable for Capitol Hill. The event is free and accessible; no reservations required. Public welcome. Details: Elizabeth Nelson, 543-3512.

19 Friday
 Last day for CHRS House and Garden Tour tickets at discounted members' rate. Details: Janet Quigley, 543-0425, CapHRS@aol.com.

25 Thursday, 9 am
 Hearing on DC Historic Preservation Office's 2016 Preservation Plan. Historic Preservation Review Board, 441 4th Street, NW.

MAY

3 Friday, 8:30 am–4 pm
 Capitol Hill Village presents "Addressing the Future: Housing Options on Capitol Hill." Hill Center, 901 Pennsylvania Ave., SE. Details: Elvira Sisolak, 546-2534.

6 Monday, 6:30 pm
 CHRS Historic Preservation Committee, Kirby House, 420 10th Street, SE, first floor. Details: Shauna Holmes, 546-5211.

6 Monday, TBA
 DC Historic Preservation Office Annual Awards for Excellence in Historic Preservation. National Academy of Science, 2101 Constitution Avenue, NW. Details: Bruce Yarnall, 442-7600.

9 Thursday, 7:30 pm
 CHRS Zoning Committee, Kirby House, 420 10th Street, SE, first floor. Details: Gary Peterson, 547-7969.

21 Tuesday, 6:30 pm
 CHRS Board of Directors, Capitol Hill Townhomes, 750 6th Street, SE, second floor. Details: Janet Quigley, 543-0425.

56th Annual Capitol Hill House and Garden Tour

Saturday, May 11 • 4–7 pm | Sunday, May 12 • 12–5 pm

More information available at 543-0425 or www.chrs.org.